The Hongkong Telegraph.

No. 2023. WEDNESDAY, SEPTEMBER 5, 1888. SIX DOLLARS PER QUARTER.

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL£2,000,000.
PAID-UP CAPITAL 500,000

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER, Manager.
10} " HONGKONG BRANCH.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL$7,500,000.
RESERVE FUND 4 000,000.
RESERVE LIABILITY OF PROPRIETORS } 7,500,000

COURT OF DIRECTORS:—
CHAIRMAN—Hon. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.

C. D. BOTTOMLEY, Esq	S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq.	J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq.	L. POESNECKER, Esq.
J. F. HOLLIDAY, Esq.	N. A. SIEBS, Esq.
B. LAYTON, Esq.	E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—THOMAS JACKSON, Esq.
MANAGER.
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Hongkong, 4th September, 1888. [8

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.
Hongkong, 1st September, 1887. [9

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.
Hongkong, 25th August, 1888. [25

Insurances.

THE NEGLECT OF LIFE ASSURANCE.

THERE is no feature of our civilised life that strikes a thoughtful man with more force than the neglect of LIFE ASSURANCE. By payment of a small quarterly subscription any man of good health can secure a very large sum to his family in case of premature death, yet hundreds of families brought up in comfort—perhaps in luxury—are left in extreme poverty every year from the bread winner having neglected to assure his life. In the East many a man lives up to his income, knowing well that if death cut him off suddenly, his wife and children would be left almost wholly unprovided for. All this can be prevented by Life Assurance.

EVERY FACILITY
In connection with Life Assurance Business is afforded by
THE STANDARD LIFE OFFICE,
one of the largest and wealthiest of the Provident Institutions of the United Kingdom. Forms of application and all information will be promptly afforded on application to any of the Standard Company's Agents, or to

THE BORNEO COMPANY, LD., Agents, Hongkong.
Hongkong, 29th June, 1888. [659

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

I HAVE this day transferred the AGENCY of the above Company in Hongkong to Mr. H. F. WAGSTAFF.

ALEXANDER LEVY.

THE Company's Business will in future be carried on at No. 6, Queen's Road Central, First Floor.

H. F. WAGSTAFF.
Hongkong, 1st September, 1888. [862

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [150

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL TO } $833,333.33
RESERVE FUND $240,000.00

BOARD OF DIRECTORS.

LEE SING, Esq.	LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.	

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1885. [858

Notices of Firms.

NOTICE.

A. G. SMITH, D.D.S., will take entire Charge of the DENTAL PRACTICE of the Undersigned during Dr. KIMBALL'S temporary absence, and is duly authorized to Sign the Firm.

WINN & KIMBALL.
Hongkong, 23rd August, 1888. [824

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRECONSHIRE," FROM HAMBURG, ANTWERP, LONDON PENANG, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 7th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co., Agents.
Hongkong, 31st August, 1888 [834

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "ARRATOON APCAR" having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's West Point Godowns, whence delivery may be obtained.

Cargo remaining undelivered after the 5th proximo, will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed, that all claims must be made immediately, as none will be entertained after the 4th proximo.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co., Agents.
Hongkong, 30th August, 1888. [850

Intimations.

LANE, CRAWFORD & CO.

HAVE RECEIVED THEIR SPORTING GEAR FOR THIS SEASON.

FOWLING-PIECES 12 and 16 Bore.
DUCK GUNS.
ALLIANCE SPORTING POWDER.
ELEY'S CARTRIDGE CASES, WADS, &c.
LOADING and RE-CAPPING MACHINES.
CARTRIDGE BAGS and BELTS.
CHILLED and COMMON SHOT in all Numbers.
SHOOTING BOOTS and KNICKER-BOCKER STOCKING.
WATER-PROOF RUGS.
DOG WHISTLES, WHIPS and COLLARS.
PICNIC STORES.
&c., &c., &c.

LANE, CRAWFORD & Co.

Hongkong, 10th August, 1888 [29

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.

TALL SILK HATS.
" Drab Felt Hats.
Black, Brown Drab and Grey Hard Felt Hats.
Terai and other Soft Felts.
Tweed Hats and Caps in New Shapes.
Straw Hats and Pith Hats.
Silk Umbrellas from $5 each, over 100 to choose from.
A large assortment of Walking Sticks.
Waterproof Coats, Leggings & Chair Aprons.
Travelling Rugs and Scotch Mauds.
Over Coatings, Light & Heavy.
Ulster Tweeds.
Fine Black Diagonal & Cork-screw for Dress Suits.
Black, Blue and Brown Fancy and Diagonal Coatings.
Fancy & Check Tweed Suitings.
Trouserings in great variety of Stripes, Checks and Plain.
Cricketing Flannel, Stripes, Checks and Plain.
White and Fancy Vestings.
French Printed Shirtings.
Unshrinkable Flannel.
Ready Made Ulsters in Stock.
Solid Leather Portmanteaus.
Overland Trunks, Gladstone Bags, and a variety of Travelling Cases, all sizes.
Winter, Medium and Summer Under-Vests and Pants.
Silk Half-Hose, Black, Navy and Colors.
Lamb's Wool Merino and Lisle Thread Half-Hose.
White Dress Shirts.
Lacing & Elastic-side-Walking Boots and Shoes.
Shooting Boots, Rubber Boots.
Patent Leather Boots & Shoes.
Dancing Pumps, all sizes.
Large Stock of Scarfs, Ties, Handkerchiefs, Braces, &c.

ROBT. LANG & CO.

Hongkong, 22nd February, 1888 [91

KELLY & WALSH, LD.

JUST LANDED IN SPLENDID CONDITION.

CIGARETTES.

"RICHMOND STRAIGHT CUT."
"VIRGINIA BRIGHT."
ALLEN & GINTER'S "LITTLE BEAUTIES."
KINNEY'S "STRAIGHT CUT.
And shortly to arrive, a fresh consignment of "SWEET CAPORALS."

TOBACCO.

"OLD RIP"..... in ½lb. Tins.
"RICHMOND GEM"..... do.
Do. MIXTURE"..... do.
COPE'S "GOLDEN CLOUD"..... do. & 1lb. Boxes.
WILLS' "BRISTOL BIRDS EYE"..... do.
Do. "THREE CASTLES."..... in ½lb. Tins.
ALLEN & GINTER'S "TURKISH MIXTURE"..in ½lb. do.

SOLE PROPRIETORS OF THE POPULAR BRANDS—
"HAPPY THOUGHT," "DOLLAR BRAND," "STAR MIXTURE" & "GOLD EAGLE."

KELLY & WALSH, LIMITED, QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 27th July, 1888 [7

W. POWELL & CO.

CONTINUATION OF THE GREAT SALE.
SPECIAL OFFERS FOR TO-MORROW (WEDNESDAY).

TEA SPOONS, $1.50 a dozen.
DESSERT SPOONS, $3.00 a dozen.
TABLE SPOONS, $4.00 a dozen.
DESSERT KNIVES, $3.00 a dozen.
DESSERT FORKS, $3.00 a dozen.
TABLE FORKS, $4.00 a dozen.
OAKEYS' CELEBRATED KNIFE POWDER, 20 cents per Tin.

W. POWELL & CO.

VICTORIA EXCHANGE,
Hongkong, 4th September, 1888. [6

W. BREWER

IS NOW OFFERING

GOOD Iron Frame Pianos that have been on hire for short time at very cheap prices.
Just received and for Sale at English Published Prices.
Richards on Steam Indicator.
Hutton's Works Manager's Handbook.
" on Marine Engineering.
Seaton's Marine Engineering.
Thurston on Steam Boilers.
Herrick on Dynamos.
New Works on Electricity.
Overland Guide to California.
Pocket Guide to Europe.
Reed's Modern Ships of War.
Slaggs Sanitary Work.
Facey on Decoration of Dwellings.
Hunter's Importers' Guide.
Drawing and Measuring Instruments.
Mineral Surveyors' Guide.
Hughes on Waterworks.
Hints to Young Architects.
Quarrying and Blasting and many other New Scientific Books.
Tennis Shoes. Tennis Balls.
Racquet Presses.
Demon Tennis Bats, all weights.
New Ladies' Walking Shoes.
Stylographic Pens.

W. BREWER, UNDER HONGKONG HOTEL.
Hongkong, 3rd September, 1888 [100

EMPIRE BREWERY, SHANGHAI.

"EMPIRE" LIGHT PALE ALE } IN
"EMPIRE" EXTRA STOUT ... } BOTTLES.

PRICES.

Ale,	Pints	$1.30	doz. or	$10.25	per 8 doz.	cask.	
"	Quarts	2.30	"	"	9.00	" 4	" "
Stout,	Pints	1.30	"	"	10.25	" 8	" "
"	Quarts	2.40	"	"	9.50	" 4	" "

W. G. HUMPHREYS & Co., Bank Buildings.
Hongkong, 27th July, 1888. [646

FOR SALE.

AT WHOLESALE PRICES.

SACCONES' SHERRY; PORT, CLARETS CHAMPAGNE, HOCKS, BURGUNDY. BRANDY, WHISKIES, ALE, STOUT. MACHINERY, COOKING STOVES. SCALES, BICYCLES and TRICYCLES. PAINTS, OILS, VARNISH. PIANOS, SINGER'S SEWING MACHINES. SODA WATER MACHINERY, Gas Engines. VELOCIPEDE HORSES. EMPIRE LUBRICATORS. ICE MAKING MACHINES. BICYCLE WHEELS for JINRICKSHAWS.
Apply to W. G. HUMPHREYS & Co., Bank Buildings.
Hongkong, 22nd May, 1888. [11

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for Public Traffic on WEDNESDAY, the 30th May.

WEEK DAYS.

The CARS RUN as follows between ST. JOHN'S PLACE and VICTORIA GAP:—
8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. " half hour.
4 to 8 " " quarter of an hour.

SUNDAYS,

½ past 12 to ½ past one every quarter of an hour, and from 4 to 8 P.M. every quarter of an hour.

Single Tickets are sold in the Cars: Five-Cent Coupons and Reduced Tickets at the Office of MACEWEN, FRICKEL & Co., General Managers.
VICTORIA EXCHANGE, 50 & 52, Queen's Road,
Hongkong, 17th August, 1888. [539

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS, NAUTICAL INSTRUMENTS, CHARTS and BOOKS,
No. 48, Queen's Road Central. [604

Shipping.

STEAMERS.

STEAM TO STRAITS AND BOMBAY.

THE P. & O. S. N. Co.'s Steamship "DECCAN" will leave for the above places on SATURDAY, the 8th instant, at NOON.

E. L. WOODIN, Superintendent.
Hongkong, 3rd September, 1888. [870

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS).

THE Company's Steamship "POSEIDON," Captain S. Mersa, will be despatched as above on TUESDAY, the 11th of September, at NOON.

For further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH, Agent.
Hongkong, 30th August, 1888. [851

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship "MORAY," W. S. Duncan, Commander, will be despatched for the above Ports, on FRIDAY, the 7th inst.
For Freight or Passage, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 1st September, 1888. [861

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. I. American Ship "MARY L. STONE," Josselyn, Master, shortly expected, will load here for the above Port, and will have a quick despatch.
For Freight, apply to
PUSTAU & Co.
Hongkong, 20th August, 1888. [812

FOR NEW YORK.

THE 3/3 L. I. I. American Ship "W. H. CONNER," Butman, Master, shortly expected, will load here for the above Port, and will have a quick despatch.
For Freight, apply to
PUSTAU & Co.
Hongkong, 1st August, 1888. [755

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "BELGIC" will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 8th September, at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months	350.00
To Liverpool	325.00
To London	330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent
Hongkong, 18th August, 1888. [2

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, ANCONA, AND LONDON;
ALSO,
MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "CATHAY," Captain J. P. Hassall, with Her Majesty's Mails, will be despatched from this for LONDON direct, VIA SUEZ CANAL and usual Ports of call on WEDNESDAY, the 12th September, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN, Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 28th August, 1888. [3

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship "PARTHIA," 3,167 Tons Register, Wallace, Commander, will be despatched for VANCOUVER, B.C. and SAN FRANCISCO, *viâ* KOBE and YOKOHAMA, on SATURDAY, the 8th September, at THREE P.M.

To be followed by the S.S. "ABERDEEN" on the 27th September, and S.S. "ABYSSINIA on the 6th October.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver and Victoria...(Mex.)	$160.00
To San Francisco	175.00
To all Common Points in Canada and the United States	230.00
To Liverpool	300.00
To London	305.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 7th September.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 3rd September, 1888. [36

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship "CITY OF PEKING" will be despatched for San Francisco, *viâ* Yokohama, on TUESDAY, the 18th September, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months	350.00
To Liverpool	325.00
To London	330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, 29th August 1888 [1

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 27th day of September, 1888, at 10 A.M., the Company's Steamship "BRAUNSCHWEIG," Captain H. Bödeker, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon. Cargo and Specie will be received on board until 4 p.m., and Parcels until 3 p.m., on the 26th September, 1888. (Parcels are not to be sent on board; they must be left at the AGENT'S Office). Contents and Value of Packages are required.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co., Agents.
Hongkong, 1st September, 1888. [4

Intimations.

A. S. WATSON & CO., LTD.

OUR NEW SEASON'S

FLOWER AND VEGETABLE SEEDS

ARE NOW READY.

Flower Parcels of 50 Packets, price, $10.00
" " of 20 " " 5.00
Vegetable " of 45 " " 7.53
Single Packets at list prices.

SPECIAL FLORIST'S SEEDS.
In Packets of six or more named varieties, viz :—
CLOVE PINKS—PANSIES—PHLOX—HOLLYHOCKS—PORTULACA, VERBENA and PETUNIA.

MIGNONETTE MACHEL
(The New Variety).

Priced Catalogue on application.

THE HONGKONG DISPENSARY,
Hongkong, 31st August 1888.

The Hongkong Telegraph

HONGKONG: WEDNESDAY, SEPTEMBER 5, 1888

TELEGRAMS.

(Reuter.)

CHINA AND THE UNITED STATES.

LONDON, September 2nd.

The *Times* states that China has refused to ratify the treaty with America excluding Chinese emigrants.

FRANCE AND ITALY.

PARIS, September 3rd.

The French Minister of Marine and the Colonies has stated that the manœuvres of the fleet were not of a warlike nature, but completely proved that the Navy was ready at any moment.

LOCAL AND GENERAL.

MANILA papers up to the 18th ulto. report the sanitary condition of the capital of the Philippines as excellent; but we are informed that since then an epidemic, the nature of which is still undefined, has manifested itself in that city, causing something like sixteen deaths per day.

THE French Commission which was charged with the task of reporting on the project of making Paris a seaport, has arrived at a satisfactory conclusion and recommended the opening of a canal 180 Kilometres in length, 6.20 metres in depth, and twice as broad the Suez canal, connecting the capital with Havre.

A WIRE from Gibraltar, dated the 21st ulto., says that a desperate assault has been made near that port on two English tourists by Spanish beggars, who attacked them with knives, wounding one. The Englishmen, who defended themselves with sticks, were escorted to San Roque, where they were released on their own security to reappear in a week.

A TELEGRAM dated London, August 21st states that the British naval manœuvres, about which we have heard so much lately, are finished and the fleets have been dispersed. Admiral Baird says in his report to the Admiralty that the main object was to defend the port of London, and that this was fulfilled. The report adds that the blockade of Berehaven was raised owing to the number of torpedo boats being insufficient.

THE *Courrier d'Haiphong* has the following concerning the importation of coffee plants into Tonquin: "We have requested that the importation of coffee plants should be forbidden in Tonquin; the Resident-General, by a decree dated August 6th, has now adopted this wise measure; it will meet with general approbation as it is the only means to preserve the colony from the scourge which is devastating all the coffee plantations in the world."

THERE are at the present time employed in various parts of the world, one hundred and eighty three full-powered ocean-going steamers of the British Navy, all with officers and crews attached and drawing full pay. This number includes the heaviest battle ships, frigates, corvettes, gun-boats and troop-ships. Of sailing ships in commission we have forty-five, also scattered over the world as drill-ships and guard ships, in which latter category the *Victor Emanuel* figures, but not the *Meanee*, which is classed as a hospital-ship. Independently of the above there are about two hundred Government ships either out of commission or laid up as obsolete; to which class belong the ironclads *Lord Warden* and the *Black Prince*.

THE Editor of a missionary newspaper who allows vulgar indecencies like the following to appear in his columns, ought to be ducked in a horsepond:—"Brownie" murmurs—"That the favorite song of the Duchess of Montrose (aged 89), recently married, is 'If ever I cease to love.'" And perhaps it would be just as well the next time the so-called religious journal takes in hand to ridicule a lady for being old, to get somewhere near the truth. The Dowager-Duchess of Montrose—the Duchess is quite a young woman—is *not* 89 years of age, nor anything approaching it, as anybody who was not a hopeless and confirmed fool might have known. The Hon. Caroline Agnes Beresford, who married the fourth Duke of Montrose in 1836 and Mr. W. S. Stirling-Crawford in 1876, is the daughter of Lord Decies, and was born in 1818, so that she is now in her seventieth year. There is a vast difference between 70 and 89 in the age of a woman who has just made a third matrimonial venture. The Dowager-Duchess of Montrose has been known to the racing world since Mr. Stirling-Crawford's death as "Mr. Manton," and is still acknowledged to be one of the finest looking women in England. Her latest husband is Mr. Marcus Henry Milner, aged 24, brother to Lady Gerard and the Countess of Durham.

IT was currently reported this morning that an action for either libel or slander had been set agoing by a well known prominent resident of the colony against the senior partner of a leading firm of share-brokers. No reliable particulars as to the cause of action have yet been disclosed.

THE 23rd August (says the *Shên Pao*) was the day fixed for the opening of railway passenger traffic between Tientsin and Taku; it was at first intended to open a fortnight earlier, but owing to damage to the track caused by heavy rain, only the coal waggons were running at the date of our last advices.

A RATHER interesting case was brought up the other day at Singapore before Mr. Anthonisz, police magistrate, in which Mr. A. Lamont, engineer of the steamship *Normandy*, charged Mr. A. Mitchell, broker, with cheating him out of $4,000. After hearing some evidence the magistrate remanded the further hearing until the 4th inst.

A CORRESPONDENT writes from Chinkiang to the *N. C. Daily News* under date August 25th:—The quarters of the Life Boat Society here, in early days the residence of the British Consul at this port, caught fire at about one o'clock this afternoon. The fire was not put but till 3 p.m., a number of Chinese engines assisting vigorously in the work of extinguishing the flames. The wind was fortunately east; had it been otherwise the temple of Kuan Yin on the opposite side of the road, and the British Consular gaol close by, would both have been in danger. The Taotai and the Commissioner of Customs sent their engines, and some members of the outdoor staff kindly assisted in the work of stopping the conflagration.

WE learn that very satisfactory news regarding the prospects of the Tonquin Coal Mining Co. has been received from M. Bavier-Chaffour, the managing director of that enterprise, who left here for the mines two or three weeks ago. The experienced engineer of the Company has passed a most favorable opinion on the prospects, and confidently predicts excellent results. The coal has been tried on board the Company's steam launch *Fanny* and is reported to have burned splendidly, and it is anticipated that within six months Hongkong will be receiving a regular supply of capital steam coal from Tonquin. The working of the mines promises to be of an exceedingly easy character, and when once fairly under way the output is estimated to reach something like 500 tons daily. Taken altogether the affairs of the Company appear most promising, and the concession is probably even more valuable than was originally anticipated.

TO-DAY at the Police Court, before Mr. Wodehouse, Long Ayeung, aged 19, an office coolie, was charged by Mr. E. B. Shepherd, of the Imports and Exports Office, with breaking open a lock-fast desk on the 4th inst. in the above office, and stealing therefrom $15 in bank notes, the same being the property of complainant. Witness said on the 5th inst. at 10 a.m. he went to the Imports Office and opened his desk, in which he had left the night before amongst other things an old cigar box full of letters and also $15 in bank notes. The paper was in $5 notes. He found the box open, the letters strewn all over the desk and the money gone. He had locked the desk the previous evening at 4.15 p.m., before leaving the office. Prisoner was an office coolie who had charge of the keys and slept outside the office, which was on the ground floor of the Harbour Office. The accused, in making his defence to the Court, said he told the head boatman that he had found the office door open on getting down in the morning, and also the punkah coolie; he then tried every desk in the place to see if they were all right, and as nothing was missing he was satisfied and said nothing to complainant. His Worship remanded the case until Monday next at 10 a.m., accepting bail in two sureties of $50 each.

THUS the *N. C. Daily News* of August 29th:—Tientsin was full of facts and rumours, the latter being more or less true, at the end of last week. The Japanese fleet arrived off Taku on the 22nd. Admiral Ito and staff came up to Tientsin on the 23rd, and called on the Viceroy the next day, and the Japanese Consul was to give a garden party on Sunday last, at which the Viceroy and all the notables of Tientsin were to be present. The Grand Duke Alexander stayed with the Russian Consul, Mr. Startseff, while at Tientsin, and was sumptuously entertained, but the only special festivities in his honour were a dinner party given by Mr. Startseff, and another given by the Viceroy. The Grand Duke left for Peking on the 22nd in the Customs house-boat, towed by the Viceroy's stern-wheel launch, and there was much speculation as to how far the latter would get before running well ashore, and for how much of the distance the Grand Duke would have to be tracked like ordinary mortals. For the railway from Tientsin to Tungchow is still in the clouds. An American firm is said to have offered to construct it, and provide it with bridges, stations, and ample rolling stock for the sum of Tls. 1,600,000. A Chinese civil engineer, trained in Japan, has, however, proposed still lower terms, and is influentially backed; while his national claims give him a considerable advantage. It is expected meanwhile that the Imperial Wedding will postpone for at least a year any farther consideration of railroad projects. There are all sorts of stories of loans for the Yellow River works, and the sum of Tls. 50,000,000 is freely mentioned. While taking over the *Smith* and *Cass*, Shêng Taotai, Director of the C. M. S. N. Co., has been ordered to agree to all Liu Ming-chuan's conditions, including the payment of a sum of Tls. 100,000, which had previously stopped the way. Liu had threatened to memorialise the Throne, if the C. M. S. N. Co., would not give him as good terms as to agency as had been offered him by a well-known foreign firm. Several mobs of griffin had arrived in Tientsin from the country, and long prices were asked for them, even after the pick had been taken out for Shanghai. Time trials before purchase were strictly discountenanced.

TO-MORROW and Friday, the 6th and 7th inst. are the anniversaries of the Jewish New Year. The usual celebrations will be held by the Jewish community.

A MAN in New Jersey, who was in very destitute circumstances, applied to the town for help. He asked for some money and a pair of patent leather slippers.

A MISSISSIPPI woman fell into a mill-dam, and when she was rescued a 10-pound catfish was entangled in her wire bustle. Her husband wanted to set her again, but she would not consent.

LOVE'S Young Dream—"Birdie," whispered a happy young Chicago lover in the "pig" line, "now that we are engaged you mustn't call me Mr. Porcine any more." "Ah, no, darling," responded the girl with a sigh and a sniggle, "you must always call me "Birdie" and I will always call you "Butch."

HE was always at his post when needed.—Chance Acquaintance to Government Official—"Don't you ever work?" Government Official—"Certainly; I am always at my office when my duties require my presence." "And when is that?" "From 1.15 to 2.15 every other Wednesday."

DISTINGUISHED Burglar—What do yer think o' this mean plan o' workin' gentlemen off by 'lectricity? Hangin' 's good nuff fer me at any time. Tout (unlucky jockey)—Well, I dunno. The thing has its good points. If there's anything exasperates a man after his race is run, it's the thought that he lost it by a neck.

WE hear from Macao to-day that the Chinese Pu-on, exchange and deposit bank, has unexpectedly closed its doors, the proprietors and and managers absconding with all they could lay their hands on. Many depositors, both native and European, have lost their money, the late Mr. Cunha's family losing $7,000 by the sudden collapse of the bank.

HE already had enough of a good thing. She had promised to be a sister to him. He thanked her coldly, but said that he already had five sisters. "Why, Mr. Sampson," said the girl, "I thought you were an only child." "I am," he responded; "I mean that I have five sisters such as you offer to be," and he tottered to the door.

A YOUNG man made up his mind to be a journalist, and the editor sent him to report a lecture. The journalist took the notes—took them out of the lecturer's hat when that gentleman wasn't looking. He had a full report of the lecture in the paper the next morning; but when the editor learned that the lecture had not been delivered on account of the lecturer losing his MS., he told the youth that he displayed altogether too much enterprise at the start. The latter was not to be nipped in the bud, however, for he is now editing a newspaper stand.

LING ATOI, a building contractor, residing at No. 19, Wyndham Street, appeared at the Police Court this morning before Mr. Sercombe Smith on a remanded summons taken out by the Police charging him with trespassing on Crown lands on the 30th ult. Tai Leung, in his evidence said:—I am the defendant's foreman and have been engaged under his orders in clearing a site for a building near the Magazine Gap. We started at the work many months ago and finished in July last. The mat sheds (upon which the complaint hinges) have not been occupied during the last two months; they have been pulled down although the *débris* still remain on the ground. My employer has left orders to have the rubbish taken away and it will be done in two or three days; he gave orders about this a month ago, but has now gone to Canton.—Inspector Corcoran informed the Court that complaints about the matsheds had been made by some residents at the Peak on or about August 23rd last, and on the 25th he inspected the ground and reported to the Surveyor General on 25th. To-day a telegram had been received to say the objectionable refuse was still at large. The order for removal expired on 1st inst. The case was again remanded.

THE death of Mr. Pitt-Taylor, for many years Judge of County Courts for Lambeth, Greenwich, and Woolwich, deserves, according to a writer in the *Daily News*, something more than a perfunctory notice. To say that he was the most learned lawyer of his time might provoke, or at least suggest, a personal challenge. But scarcely any of his contemporaries, either on the Bench or at the Bar, excelled him in a combination of industry, acuteness, and knowledge of the world. His claim to the first of these forensic and judicial requisites was quaintly asserted by himself in an early edition of his great work on the Law of Evidence, where the index contains the following entry: "Industry—Proofs of Indefatigable—*passim*." His index is, indeed, better worth reading than many books, being full of such drily humorous or slily mischievous items as "Irish witnesses—credibility of." "Taylor on "Evidence" reached in the lifetime of its author a degree of celebrity and authority for which it would be difficult to find a parallel, unless it were the late Mr. Benjamin's book on Sales, which was based on a previous essay by Lord Blackburn, or the present Lord Justice Lindley's famous treatise on Partnership, or Dart's "Vendors and Purchasers." Mr. Justice Stephen, in the preface to his "Digest of the Law of Evidence," criticised Mr. Pitt-Taylor's labours in a somewhat ungracious spirit. But the Digest is in reality a mere gathering of crumbs from the table of the older and infinitely sounder jurist. Mr. Pitt-Taylor had as much practical shrewdness as profound learning, and his remarks upon the art of cross-examination are as useful as they are amusing. He was especially fond of Lord Abinger's maxim that you should never, in order to drive in one nail, knock out two tacks, and more than hinted in a recent edition that the rule had been conspicuously violated by a certain eminent person in dealing with Arthur Orton. In the course of a controversy with Chief-Justice Cockburn, Mr. Pitt-Taylor plaintively described himself as "the "least of all the Judges, that am not meet to be called a Judge." The barren privilege thus specified was afterwards granted to Mr. Pitt-Taylor and his colleagues by Order in Council.

AN equestrian and acrobatic troupe, under the leadership of Mr. Abell, are giving performances to crowded houses in Manila.

A MACAO correspondent writes:—"Our Governor is making a first class ass of himself and either cannot or will not see it. It was openly said at the Band the other night that in many cases the cholera patients were buried before life was really extinct. They are said to have been bound with ropes and buried without coffins while still kicking. Can this be true? A lawyer here swears he absolutely saw it done at one of the *lazarettoes*." We feel bound to say that this yarn about the cholera patients would require very strong confirmation before we should feel disposed to even seriously consider it. Still the fact that a rumour of this description is current says very little for the confidence reposed in the Portuguese authorities by the inhabitants of Macao. If the lawyer referred to by our correspondent actually witnessed what he asserts, his duty is clear enough.

THERE has been a good deal of growling lately by residents and boarders at the Hongkong Hotel about the nuisance caused by the Queen's Road entrance being constantly crowded by the ancient order of sharebrokers. Ladies who go out shopping have conscientious scruples about being stared out of countenance by the mashers of the Stock Exchange, and object to walking through a menagerie when going in or out of the Hotel. But all this is easily remedied; the Queen's Road entrance is really the public roadway to the refreshment bar; the private entrance to the Hotel, and a very handsome one too, is in Pedder's Street. We assume that the chairs were placed in the Queen's Road vestibule by the management for the purpose of being sat upon, and as the brokers are excellent customers at the bar they have surely a good right to avail themselves of the opportunity of resting their weary frames within the cool, marble walls, forgetting in sweet repose the toils and worries of a broker's life! The private entrance to the Hotel from Pedder's Street is kept strictly select, and affords every possible convenience to visitors.

BROKERS—well, some brokers, follow the example of other good people and go to church occasionally. And in this hot weather it is not surprising if at times they gradually drop away into the land of dreams while priest or parson is holding forth about the better land. A well known operator went to the temple the other Sunday—temple is a term, we may explain, which can be construed to mean the place of worship of any and every religious sect—and overcome by the fatigue of the journey from his *chateau* gradually fell into a somewhat restless slumber. His thoughts were not exclusively bent on things celestial. The preacher surpassed himself in eloquence but still the pride of the Rialto slumbered peacefully on; at length, having brought his proposition into logical form, the expounder of Holy Writ vehemently asked—"And what are we to have as our share of this transaction?" Aroused by the familiar words the slumbering broker started from his seat, and to the intense horror of his friends and the congregation generally, emphatically ejaculated—"Why, a thousand shares, fully paid up." Tableau! Curtain!

WIT, according to the recognised authorities, is synonymous with such words as mind, intellect, understanding, sense; and it means the felicitous association of objects not usually connected, so as to produce a pleasant surprise. Here is a bright specimen of the wit, intellect, understanding, and sense of "Brownie", as exhibited in the *China Mail* of Saturday last:—"That, to judge from the alacrity with which 'Wee Wullie's' venture has been subscribed to, 'throw physic to the dogs' don't apply in Hongkong." This wonderful flash of intellectual brilliancy refers to the recent formation into a limited liability company of the business of the Victoria Dispensary, carried on for a number of years by Mr. W. Cruickshank. Mr. Cruickshank, whose avoirdupois reaches something over 200 lbs., is the gentleman described with such elegant facetiousness as "Wee Wullie." We hope he likes the graceful compliment paid him by such a distinguished clodhopper as "Brownie." Where does the wit, or satire come in? Surely it is not transcendently witty to refer to a person whose Christian name is William as "Wee Wullie?" If this be wit it must be Scotch wit of the *China Mail's* own special brand, and incomprehensible to everybody else in the colony, Scotchmen included. And, moreover, "Brownie's" quotation from "Macbeth" is anything but an apt one—it is indeed very wide of the mark. If the shareholders in W. Cruickshank & Co., Limited, had only physic to rely on for their dividends, we think their patience would be severely taxed. Dispensing medicines is undoubtedly a remunerative business in this colony, but we have a very strong impression that the Victoria Dispensary owed no inconsiderable portion of its prosperous career to the dispensing to a numerous *clientèle* of various brands of whiskey, with aerated waters of local manufacture.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr. A. J. Leach, Acting Puisne Judge.)

FUN WA CHEUNG *v.* TAM CHOY AND OTHERS.

This was a claim for $160, rent due for two Chinese months' occupancy of 35 Bonham Strand.—Dr. Ho Kai appeared for the plaintiffs, and Mr. Wilkinson represented the defendants.—On the 11th June a block of ten houses on Bonham Strand was sold by order of the Court, and purchased by a syndicate. The ownership was transferred to them on the 15th June, and afterwards the Registrar of the Court notified the tenants of the fact. Plaintiffs had previously arranged with them about the rent, and had told the defendants they would have to pay $20 a month. The plaintiffs asserted that they continued to occupy the house, and failed to pay. The secretary of the Syndicate having corroborated this,

Mr. Caldwell asked for an adjournment, on the ground that a material witness had been arrested in China.

His Lordship asked if they ever expected to see him again (laughter).

Mr. Caldwell expressed his belief that they would sometime.

His Lordship was not so confident, and ordered the case to go on. In answer to his inquiries,

Dr. Ho Kai stated that the house was a family house, and as no one individual was responsible for the rent the whole of them were summoned.

Mr. A. G. Wise, Acting Registrar, proved the sale, and evidence was given as to the service of the notices.

His Lordship adjourned the case for the attendance of the absent witness, remarking that the plaintiffs seemed in doubt as to who the defendants were.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

ROYAL NAVAL NAVIGATORS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—On my arrival here from the North the other day I was surprised to hear that H.M.S. *Orion*, the harbour defence for Singapore, was going to be sent for some show purpose to Brunei (Borneo), where there are several reefs about. Not very long ago the *Orion* went only a very short distance from Singapore, and according to report discovered another reef, somewhere in the Strait of Rhio, by striking it heavily and breaking her false keel.—The officers say they were only about six cable's length from shore, and as the *Orion* is known to steer very badly, it is possible enough that she was even nearer the shore than their estimate. However, the reef on which the vessel struck was previously unknown and nobody has been able to find it since, which is, to say the least, highly suggestive that "someone has blundered." Are the Naval authorities desirous of getting rid of the *Orion*? It looks very like it. There are plenty of reefs round Brunei, and a smaller and cheaper vessel would have answered the purpose of proclaiming the British protectorate over that province equally as well.

If the *Orion's* accidental discovery of an unknown reef in the Rhio Strait—a reef which has since vanished somewhere or other—had fallen to the lot of a merchant steamer instead of a man-of-war, the poor skipper would have had the "accident" made the subject of a Board of Trade inquiry and most likely would have lost his certificate for some time, besides being discharged from his ship. But the *Orion* being a man-of-war, paid for, let it not be forgotten, by the public, could be messed about with impunity so long as she was not absolutely lost. Naval navigators are both omnipotent and omniscient. The captain of a British man-of-war, like His Holiness the Pope, can do no wrong. I shall be glad, all the same, when the *Orion* is safely back in Singapore harbour. The reefs there are all well known.

Yours faithfully,
MERCANTILE MARINE.

Hongkong, 4th September, 1888.

NOTES FROM CHINESE PAPERS.

At Wu-ch'ang Fu, capital of Hupeh, on the 17th August the thermometer still registered a heat of 97 to 98 degrees, but the same evening a north wind began to blow, the temperature went down to 81, and people say the wind has done much damage to the cotton. Many deaths have also occurred there from the variableness of the climate.

* * *

At Yangchow, in Kiangsu, where the officials have been praying for rain, a plague of locusts has appeared. As yet wingless, they cover the dry fields in dense wriggling layers 2 or 3 inches deep. Although a little rain has fallen, the new rice is also in a critical state. The City gate has been closed towards the South, and a fast proclaimed, in hopes of moving Heaven to send rain.

* * *

About 30 *li* west of Peking is a charming range of hills called Sze P'ing P'ai, where are eight Buddhist temples. Foreign ladies and gentlemen make this a summer retreat from Peking. A certain foreign Minister who was staying at the temple of San Shan An'rh was completely robbed of his money and effects one night last month, and though the authorities were informed, we have not heard that the thieves have been caught yet.

* * *

The body of the late Manchu General, Shanhow, who fought against the French in Annam, has been escorted through T'ungchow with the most imposing pomp possible to a Chinese funeral. On its way to Peking the cortège was delayed at Palikao by finding the road some feet under water. The coffin was borne by 32 men, and in front walked the two sons of the deceased, weeping so bitterly that the bystanders felt greatly moved.

* * *

A sorcerer was shown up in Hongkew in a curious way the other day. A poor sailor's wife, hearing that the steamer in which her husband served had gone aground, anxiously asked this wise man what had become of her husband, and was informed, after due consultation with the spirits, that he had "taken service with Neptune," in other words had gone to Davy Jones's locker. So the next day she spread a feast, invited joss-men, and with gong and drum a solemn mass was chanted for the soul of the dear departed. In the midst of the funeral festivities, who should appear, most inappropriately, but the supposed drowned husband himself! Consternation soon gave place to eager explanations on both sides, but the wizard and all his crew judiciously withdrew from the scene before they could be got to explain the part they had taken in this little drama.

FRANCE AND ITALY.

The following telegrams dealing with the recent dispute between the Governments of France and Italy are from the correspondents of the London *Standard*:—

PARIS, August 5th.

The irritation of the French against Italy is not decreasing, though in Government circles the situation is regarded calmly. The Proclamation of the Italian Protectorate over Zula may, however, complicate the Massowah differences, and render their final settlement more difficult. Several of the Boulangist journals are very violent on the subject. M. Rochefort, in the *Intransigeant*, naturally sees the hand of Prince Bismarck directing M. Crispi, but M. Rochefort warns the Italian Minister that Italy is only being made a catspaw. The intention of Italy to brave France is, he declares, evident, for "she has taken possession of Zula, African territory belonging to France in virtue of a Treaty signed with Abyssinia. We are, however, convinced that whenever we seriously show our teeth Signor Crispi will sheathe his sword and abandon his pretensions. It will suffice to remind him that our artillery is perhaps at the present time the most powerful in the world, and that we can in a very short time place one million five hundred thousand men on a war footing. He will then see that the Massowah incident is not worth a new battle of Marengo." The *Cocarde*, which is just as Boulangist as M. Rochefort, declares the hoisting of the Italian flag at Zula is a provocation to France, and that the prospect of the maintenance of peace with Italy is diminishing every day. It takes the opportunity of reminding Frenchmen that General Boulanger was Minister of War at the time of the Schnaebele incident with Germany, and regrets that he is not now at the War Office, to give that patriotic impulse to France which may be at any moment necessary. The *France*, another staunch supporter of General Boulanger, writes in very much the same tone. It says: "Europe will see our conduct is inspired by nothing but the sentiment of our right and the respect of Treaties. It will compare the calm assertions of those who are conscious of being in the right with the tortuous explanations and ill-disguised irritation of the Italian Minister."

The Government organs fortunately do not take the same view. The *Temps* contains a *communiqué* from the Quai D'Orsay, running as follows:—

"The news of the occupation of Zula by the Italian troops having drawn attention to the situation in the Red Sea, it is requisite to remark that this question is connected with that of Massowah, and that the negotiations pending relative to the latter consequently bear upon the Zula question. Concerning the reply of Austria to the notification of the taking possession of Massowah by Italy, it seems a confusion has arisen. The Austrian Ministry recognises the Italian authority to levy municipal taxes, and orders Austro-Hungarian subjects, if there be any at Massowah, to pay them, but if it thus abandons the advantages of the Capitulations it does so only for the future, that is to say, from the date on which Italy made the notification which it had hitherto neglected to make, as in duty bound."

The whole Parisian Press prints with evident satisfaction the remarks on the Massowah Question contained in the *Nord*. This Russian organ says:—

"Signor Crispi has just notified to the Powers the taking possession of Massowah by Italy, and he has thus implicitly recognised the legitimacy of the views of the French Government, which refused to admit the taxes could believed on foreigners at Massowah so long as the Capitulations were not formally abolished, which could not be done before the official notification of the taking possession of the place by Italy. It is in vain for Signor Crispi in his notes to heap reproaches on France; it is none the less clear that in accomplishing the formality he had till now neglected to fulfil King Humbert's Prime Minister acknowledges the correctness of the attitude assumed by the Cabinet of Paris."

ROME, August 5th.

I am assured from the Ministry of the Interior that the Italian Government will not attach much importance to M. Goblet's answer to Signor Crispi's Note. M. Gerard's object in the interview with Signor Crispi was to induce Italy to modify her relations with Tunis. Signor Crispi answered that the Italian Government could not decide on that subject for the present.

Lord Salisbury's statement in the House of Lords has made a very good impression here.

VIENNA, August 5th.

M. Goblet's Note on the Massowah question is considered here to show that the French Government maintain the position first taken up. As to the pretext urged by M. Goblet in support of that position, the *Pesther Lloyd* declares it to be both trifling and offensive, and contends that to ask Italy to maintain the Capitulations is to place her in the rank of an uncivilised Power. Unless the French Government are prepared to go to extremes, which, of course, nobody believes, their diplomatic campaign cannot but prove a failure, seeing that the majority of the Powers are on the side of Italy. The views of the Austrian Government, of which Italy has already been apprised, are clearly explained in a *communiqué* to yesterday's *Fremdenblatt*. In this it is pointed out that since her occupation of Massowah Italy has instituted there a regular administration and jurisdiction, which have been recognised by all foreign Presidents. After referring to the refusal of certain foreign residents to pay a tax levied by the Italian military authority at Massowah for the making and lighting of streets, the *Fremdenblatt* shows that the Capitulations could not be pleaded as an excuse for such refusal, since they had been instituted to protect the interests of the Christian Powers against the natives, and were therefore not available against the institutions of a civilised Christian Government. The Vienna Foreign Office organ then reminds France that Austria, in common with all the Powers, abolished Consular jurisdiction in Tunis immediately French jurisdiction had been introduced there, and adds that the Austrian Government had, without going into particulars as to the occupation of Massowah, decided that the Capitulations should not be applicable to Austrian subjects there, but that they must submit to the prescriptions of Italian laws.

It is stated that Signor Crispi is endeavouring to procure an exact copy of the document by which the Sultan Abdul Med-jid, on the 7th June, 1856, surrendered possession of Massowah to Egypt. This document, which was addressed to Said Pacha, contains the following passage:—"We give over to you and to your descendants possession of the island of Massowah, with all its territory, for ever, and separate it from our Empire perpetually, of which it forms no integral part." If Signor Crispi can obtain the copy he is in search of the affair will assume another aspect.

BERLIN, August 5th.

The *Norddeutsche* reproduces in a conspicuous place and with evident satisfaction the conclusion of the recent leader in *The Standard* on the Massowah Question. "I understand that Germany agrees with Austria-Hungary in approving Italy's attitude in this matter. The official *Reichsanzeiger* confirms the recent announcement that, owing to the breakdown of the negotiations for a Franco-Italian Treaty of Commerce, the French Customs Department demands that the signature of a French Consul shall be borne by all certificates of the origin of foreign merchandise, including wines, silk, cattle, olive oil, fruits, enamel, coloured glass, poultry, game, fresh and salt meat, butter, straw hats, and volatile oils and essences imported into France. These certificates cost, according to their size, half a franc, or two francs apiece, and cannot fail to act as a great hindrance to business. They will be especially irksome to Alsace-Lorraine, as the certificates for that province will have to be signed by the French Embassy in Berlin.

CONSTANTINOPLE, August 4th.

The controversy which is proceeding between France and Italy on the Massowah question having attracted the attention of the Porte, at the last Cabinet Council it was decided to address a Note to the Powers protesting against the continued presence of Italian troops in that place, and giving expression to the Turkish fears of further Italian aims on Tripoli and Barbary. Turkish Statesmen are convinced that Italy is preparing to filch these rich African possessions from their present owners, notwithstanding that the Italian journals make out that France has designs in that quarter. The Turkish Minister, alluding to the French taunts that Turkey looked on helplessly while changes to her detriment were taking place all round, remarked that this charge was particularly unjust, for every time the Porte showed a disposition to take action the Powers at once stepped in to prevent the carrying out of her intentions.

LATE TELEGRAMS.

LONDON, August 16th

Lord William Cross, son of Viscount Cross, was returned unopposed for the West Derby division of Liverpool, in the place of Lord Claud J. Hamilton, resigned.

The firm of Sir William Armstrong and Sons have contracted to supply three colonial cruisers; the machinery for which will be supplied by Messrs. Hawthorn, Leslie and Co. Mr. Thompson, of Clyde Bank, has entered into a contract to build two colonial cruisers.

M. Goblet, the French Minister for Foreign Affairs, announces that the Italian proposals relative to a Franco-Italian commercial treaty have not been accepted.

The *Times* says that the recent manœuvres of the British fleet proved that the new torpedo cruiser *Archer*, of six guns, 1630 tons, and 3500 horse-power, was a total failure as a fast cruiser.

It is stated that Kerim, a Somali town on the north coast of the Gulf of Aden, has been occupied on behalf of Italy.

A Turkish Circular Note protests against the annexation of Massowah as a violation of the existing treaties with the Powers.

The *Times* says that Messrs O'Connor and Redmond's actions are intended to distract and divert attention from the proper issues. The "Times" will defend these actions, and will prove the charges before the Commission.

The Australians will probably play the Surrey Eleven on the 20th September.

August 17th.

The Emperor William declared yesterday that the 18 army corps and the 42 millions of people of Germany would rather die in battle than surrender Alsace.

August 18th.

Considerable excitement has been caused in Paris by the Emperor of Germany's statement in reference to Alsace.

In the match between the Australians and a Nottingham eleven, the Colonials were beaten by one innings and 199 runs.

The Government of Japan have resolved to expend ten million pounds during the next five years in the purchase of 15 ironclads and 30 torpedo boats.

The Premier of Italy has declared, in reply to the French note, that they will defend to the last the territory in the Red Sea and those whom she has taken under her care, in the interest of civilisation and justice.

A fracas has occurred between the whites and negroes in Louisiana, U.S., resulting in 20 negroes being killed.

TERRIBLE FIRE IN NEW YORK.

TWENTY LIVES LOST.

NEW YORK, SUNDAY, August 6th.

A serious and fatal fire occurred here late on Friday afternoon, (August 4th) and the horror it has excited is increased by the fact that the building destroyed exactly resembles fifteen hundred others in this city. The scene of the catastrophe is a six-storey building standing in the rear of the block between the People's Theatre and Simpson's pawnbroker's shop in the Bowery. Eight feet in front of the burned premises stands the White House saloon; five feet behind them rises another structure like the one burned. Access to the street can only be gained by a blind alley perhaps two feet wide. The law now prevents the erection of such mantraps; but there are one thousand five hundred of the kind, the danger of which is only modified by the compulsory erection of fire-escapes, with which the burned building was supplied to an extent beyond the legal requirements.

Nobody knows how the fire commenced; but within fifty seconds from the first alarm the firemen were on the spot. Repeated alarms brought fifteen companies of firemen within five minutes. By that time no sound of a human being came from the crackling *débris*, where nearly two hundred people were known to have been shortly before. They were tailors, mostly Poles, Jews, and foreigners, working on the sweating system.

The flames started on the lower floor, and swept up the hoist, which it destroyed, as well as the adjoining stairway. Seeing their way of escape cut off, the people in the house became panic-stricken, and the scenes which ensued sickened even the hardened firemen, who, unable to use their apparatus, could only shout directions to the delirious men, women, and children who clustered at every window and overcrowded the fire-escapes. The firemen called in vain; probably many of the foreigners did not understand what was said to them, as their cries were not understood by the people in the yard. Some who reached the ground in safety madly returned to the burning premises to save their goods. These met the outcoming throng, and a dreadful struggle followed in the passage way, which became instantly and fatally blocked.

As the flames drove the wretched creatures up to the higher floors, some of them jumped from the top storeys when, but for their thoughtlessness in their fright, they might have reached the ground safely from the lower floors. Others leaped to the windows of the adjoining building, the iron fire shutters of which had been closed to protect it from the flames. A few who sought to escape over Simpson's roof found their way barred by a spiked railing, placed there to oppose the entrance of thieves. A few made their perilous way over ladders horizontally stretched from the theatre windows.

The extent of the calamity is not yet fully known, but twenty corpses have been found, and as many people lie injured in the hospitals. Many more are supposed to be missing. The uncertainty on this point arises from the fact that none but foreigners occupied the building, with whose language and customs our officials are not familiar.—Cor. London *Standard*.

SUNSTROKES.

THEIR CAUSES, SYMPTOMS, PREVENTION AND CURE.

An attack of sunstroke, says Dr. Rohe in the Pittsburg *Commercial Gazette*, is nearly always preceded by certain symptoms which should direct the individual's attention to the impending danger. These symptoms are a hot, dry skin—the perspiration being checked—dryness of the mouth and throat, flushed face, suffusion of the eyes and throbbing of the head. In some cases there is slight delirium, in other a sense of weakness and confusion of thought with alternate flushing and cooling of the face, such as sometimes comes on after smoking a strong cigar. The pulse is usually rapid, sometimes intermittent, and if the temperature of the body be measured with the thermometer, it will be found several degrees above "blood heat." If no attention is paid to these premonitory symptoms, and exposure to the exciting cause continues, the "stroke" comes. The person suddenly falls to the ground, becomes unconscious and comatose, or is attacked by frequent convulsions. The breathing is deep, slow and snoring; the pulse very rapid, and the skin dry and burning hot. In some cases, however, especially of that variety classed as "heat-stroke," that is to say, where the individual was not directly exposed to the rays of the sun, the pulse is weak and the skin pale, cold and moist. In these cases there is great danger of paralysis of the heart, following extreme exhaustion of the nervous system.

The causes of sunstroke are excessively high temperature, exhausting physical labor, excessive indulgence in alcoholic liquors and deprivation of water. Soldiers on a march in hot weather are very subject to sunstroke, especially when suffering for want of water. In the Federal army, during the late war, there were 7,200 cases of sunstroke, but owing probably to prompt attention from the medical officers the mortality was low. Laborers working in confined spaces, such as stevedores, are frequently prostrated by heat strokes, and a large proportion succumb to the attack. Nothing is more firmly and conclusively established in the whole range of medical practice than that intemperance is the most prominent and fatal predisposing cause of sunstroke. A drunken man is not only much more liable to be attacked, but he is almost certain to die of the effects. All authorities are agreed upon this point. The most efficient preventive measure may therefore be declared to be the avoidance of spirituous liquors.

The means of prevention are already indicated by a consideration of the causes. Exposure to high temperature or excessive exertion should be avoided. This is, however, easier said than done in most cases. Hence, whatever measures will reduce the evil influence of the above conditions must be adopted. When exposed to the sun, a light, well-ventilated hat should be worn. A broad-brimmed straw probably answers the demand better than any other. The cork helmet, as worn in the East Indies, is also serviceable, but its unsightliness will probably prevent its general use in this country. A sponge or handkerchief, wet with cold water, placed in the hat, will keep the head cool and produce a general reduction of temperature in the body. This is a measure which should be adopted, especially by soldiers on the march. The clothing should be loose and light, and frequent bathing of the face, head, and arms will counteract the pernicious effects of the high temperature. Plenty of water internally is one of the best preventives of sunstroke. It has been found that soldiers, upon whom the most accurate observations have been made, succumb to the effects of heat only after the supply of drinking-water has been exhausted. So long as the canteens are full sunstroke does not occur in any army.

In cases of sunstroke a competent physician should be at once sent for. But in the meanwhile the bystanders should not be idle. If the individual is unconscious and has a hot, dry skin, the clothing about the upper portion of the body should be opened and cold water poured over him. If the water is poured upon the head from a height of several feet the effect will be greater. So long as the heat of the skin seems excessive the cold effusions should be continued. Convulsions do not contra-indicate this treatment. When the temperature of the body has become reduced in this way, and unconsciousness still continues, hot mustard poultices should be applied to the abdomen and limbs. This may be done at first in those cases in which the skin is cold and moist and there seems to be a tendency to collapse. If the patient can swallow, strong, hot coffee or tea may be given in small quantities, taking care not to overburden the stomach and cause vomiting. Whisky or brandy should be given with great caution. In extreme cases of depression a table-spoonful of aromatic spirits of ammonia may be the one thing needed to save life, but the judgment required in deciding when it shall be given is seldom found. Bleeding is rarely resorted to in sunstroke at the present day, and in the judgment of the writer still more rarely required. Some cases need it and some recover in spite of it. Under all conditions its employment should be left to the physician. Finally, as in so many other diseases, prevention is better than cure in this malady. Most persons who have suffered from sunstroke carry with them through life some effects of the attack. It is always better, therefore, never to have had a sunstroke than to have been cured of one.

"FIRST ROBBERS."

"First Robbers," according to the Sydney *Morning Herald*, is a significant phrase current in the financial world at the present time. To the uninitiated it may be explained that it applies to those who promote companies on the basis of special advantages to be derived by them. Promoters may deserve something for their services in the initiation of co-operative undertakings, of which the advantages are to become general to all shareholders. When they ask what is reasonable, no objection can be taken to the appearance of their names in prospectuses as provisional directors, with the price they are to be paid for their services. There is no element of dishonesty in the business. But since it has become so frequent a practice, we may say almost a custom to ask for more than they are entitled to, the phrase "first robbers" has been applied to and, in some instances, accepted by them. It is, of course, said playfully, but it means anything but play—it has its real significance—to the unfortunates who, from ignorance or in a time of excitement, from thoughtlessness, give their names as subscribers to businesses weighted with the non-producing interests of "first robbers." We are told by these promoters of gold, silver, coal-mining, or other companies that they require no capital to be paid for their interests; but are content to receive paid-up shares. For instance, a few men take up a piece of coal ground, say at Newcastle. They spend £100 or £200 perhaps on the land. Forthwith it is resolved to float it into a company, with 100,000 shareholders of £1 each. The promoters do not want any money; they are content to take, say, 50,000 shares fully paid up to £1 for what has cost them so little. They may even go further and offer to subscribe £30,000 of the contributing shares. But none the less is the enterprise weighted with £50,000 of dead capital, and the subscribers of the remaining £20,000 will have to give away to these promoters £1 out of every £2 earned by the mine. In the case of gold or silver mining businesses promoters generally only care to take cash, or at most paid up shares. They will not run the risk of paying calls on contributing shares. But in coal properties, where there is a tolerable certainty of yield, paid up shares are almost as good as cash. The first thing which an investor should do on taking up a prospectus is to see what the promoters are to get, and if the amount justifies them in regarding the provisional directors as really "first robbers" then they will do well ot take more abundant caution in reading the other conditions. "First robbers" are not confined to the class only who take up the ground. To make the enterprise attractive, members of Parliament and influential members of the community are induced to join the privileged class by the offer of a share in the plunder. Their names as provisional directors on the prospectus are supposed to be worth the promoters' shares given to them. We need hardly say that the right to affix "Honorable" or M. P. to the name of any man is something which involves duties and responsibilities very different from the trapping of the unwary and confiding into worthless companies, or on unfair terms into other companies of a substantial character. The day has apparently not gone by when men are prepared to barter their names, and their characters for a mess of pottage.

To-day's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"DIAMANTE,"

Captain McCaslin, will be despatched for the above Ports, on SATURDAY, the 8th instant, at 4 P.M.

For Freight or Passage, apply to

RUSSELL & Co.,
General Managers.

Hongkong, 5th September, 1888. [875

THE "GIBB" LINE.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN, QUEENSLAND PORTS, and taking through Cargo for ADELAIDE, TASMANIA, NEW ZEALAND, &c.)

THE British Steamer

"DELCOMYN,"

Captain Ekins, due shortly with part Cargo from Japan and Foochow, will be despatched as above on MONDAY, the 10th instant, at 4 P.M.

To be followed by the S.S. "TARTAR" on or about 20th idem.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, 5th September, 1888. [856

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Steamship

"GENERAL WERDER,"

Captain W. von Schuckmann, will leave for the above Ports, TO-MORROW, the 6th instant, by about 5 P.M.

For Freight or Passage, apply to

MELCHERS & Co.,
Agents.

Hongkong, 5th September, 1888. [4

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"BRAUNSCHWEIG,"

Captain H. Bödeker, will leave for the above place TO-MORROW, the 6th instant, by about 5 P.M.

For Freight or Passage, apply to

MELCHERS & Co.,
Agents.

Hongkong, 5th September, 1888. [4

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAUNSCHWEIG," FROM BREMEN AND PORTS OF CALL.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be landed here in Hongkong unless notice to the contrary be given before 3 P.M., TO-DAY, the 5th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 17th instant, at 4 P.M.

All Claims must reach us before the 19th inst., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

MELCHERS & Co.,
Agents.

Hongkong, 5th September, 188 . [4

HONGKONG PUBLIC SCHOOL.

THIS SCHOOL is examined annually by the SYNDICATE of the CAMBRIDGE UNIVERSITY. The Higher Forms are prepared for the Cambridge Local Examinations for which Hongkong is a Centre. Five University Certificates were gained by Pupils of the Public School at Christmas last.

In Order to extend the advantages of the School to European Residents in the Coast Ports, the HEAD MASTER receives into his family a limited number of Boarders.

Prospectuses on application to the HEAD MASTER.

The CHRISTMAS TERM will Commence on MONDAY, September 17th, at NINE A.M.

NEW PUPILS will be Admitted on SATURDAY, September 15th, at TEN A.M.

C. J. BATEMAN,
Head Master.

Hongkong, 5th September, 1888. [877

THE STEAM-LAUNCH COMPANY, LIMITED.

CAPITAL$100,000
IN 2,000 SHARES OF $50 EACH.

DIRECTORS.

J. J. FRANCIS, Esq., Q.C.
D. McCULLOCK, Esq.
A. WOOLLEY, Esq.
H. J. HOLMES, Esq.

BANKERS.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

APPLICATIONS for SHARES to be made to the HONGKONG AND SHANGHAI BANKING CORPORATION before the 15th September instant on forms to be obtained from the Secretary and Manager, A. G. GORDON, 1, Pedder's Street. $5 per Share to be paid on application, $5 on allotment, a further sum of $10, three months from date of allotment, $10 at the expiration of six months from date of allotment, the balance of $20, when and as the same shall be called up under the provisions contained in the articles of association not less than 3 months notice.

By Order,

A. G. GORDON,
Secretary and Manager.

Hongkong 5th September. 1888. [878

FOR SALE, CHEAP.

SEVERAL RELIABLE HACKS AND CARRIAGE PONIES.

ALSO,

A First-class London made DOG-CART AND THREE BASKET CARRIAGES, all in good order.

For Particulars, Apply to

No. 6, PEDDER'S HILL.

Hongkong, 20th May, 1886.

To-day's Advertisements.

TO PARTLY INSURED AND UNINSURED SHIPOWNERS, &c.

A THOROUGHLY competent and experienced SHIPMASTER (33) seeks employment. Highest testimonials and extra certificate. Superior knowledge would enable him to economise and reduce all risk to life and property at sea far below the half of what ordinary masters could possibly do, however experienced.

Proof and particulars on application to

No. 250,
Hongkong Telegraph Office.

Hongkong, 5th September, 1888. [876

To be Let.

TO LET—OR FOR SALE.

AT CANAL ROAD, CANTON.

THE BLUE HOUSE, being a most substantial and fine Building, adjoining a Bridge at CANAL ROAD and containing Six Rooms, Servants' Quarters and Bath Rooms, &c.

Apply to

THE "HONGKONG TELEGRAPH" OFFICE,
or
To the Owner in Said Premises.

Hongkong, 1st September, 1888. [863

TO LET.

NO. 3, WEST TERRACE. Entry, 1st October next.

Apply to

G. C. ANDERSON,
13, Praya Central.

Hongkong, 31st August, 1888. [855

TO LET.

ROOMS in "COLLEGE CHAMBERS."

GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, 12th July, 1888. [12

Intimations.

HONGKONG AND SHANGHAI BANKING CORPORATION.

OLD or BROKEN NOTES will be EXCHANGED for new ones on application at the Offices of the Corporation.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, 29th August, 1888. [845

CHINA MERCHANTS' STEAM NAVIGATION COMPANY'S DEBENTURE LOAN OF 1886.

4th DRAWING.

NOTICE is hereby given that in conformity with the Stipulations contained in the BONDS of this LOAN, the following Numbers of Bonds to be paid off at the Offices of the HONGKONG & SHANGHAI BANKING CORPORATION on the 1st September, 1888, when the Interest thereon will cease to be payable, were this day drawn at the Office of the said Corporation in Hongkong, in the presence of WILLIAM HENRY GASKELL Acting Chief Accountant of the said Corporation.

NUMBERS OF BONDS DRAWN.

170 BONDS NOS.

18	22	37	58	81	96	109
140	148	169	190	206	234	239
270	273	296	309	333	359	363
379	400	424	444	457	471	487
520	533	554	563	585	610	621
640	659	676	701	708	733	744
763	785	793	817	840	863	879
882	904	920	942	960	975	1007
1024	1034	1051	1062	1086	1102	1117
1140	1158	1186	1193	1208	1235	1253
1262	1282	1311	1315	1343	1359	1383
1394	1414	1432	1447	1464	1484	1490
1497	1501	1515	1532	1562	1579	1588
1607	1611	1620	1644	1666	1690	1706
1714	1733	1749	1763	1798	1814	1820
1852	1869	1872	1894	1910	1940	1944
1970	1995	2013	2025	2035	2051	2069
2093	2119	2138	2148	2172	2185	2194
2220	2236	2263	2270	2293	2317	2331
2339	2360	2391	2400	2427	2437	2447
2472	2495	2508	2520	2540	2562	2588
2596	2610	2633	2651	2676	2685	2700
2730	2741	2767	2785	2788	2805	2826
2843	2865	2886	2894	2924	2933	2953
2976	2996	...	...	...	...	...

FOR £100 EACH=£17,000.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

W. H. GASKELL,
Acting Chief Accountant.

Hongkong, 13th July, 1888. [846

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all Vessels discharging Bombay Cotton and Cotton Yarn, at the Kowloon Wharves will have free storage for 14 days from arrival, after which a RENT of 3 Cents per Bale per Month will be charged.

ISAAC HUGHES,
Secretary.

Hongkong, 7th November, 1887. [32

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

THE Company is prepared to Tranship Cargo from its Godowns at Kowloon or West Point to any Steamer in the harbour, and to bring Cargo across from Kowloon to any place on the Praya at the usual rates.

By Order,

ISAAC HUGHES,
Secretary.

Hongkong, 20th April, 1888. [428

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.

No. 8, Queen's Road Central. [607

Intimations.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

THE GENERAL DIVIDEND declared for the year ended April 30th last, at the rate of $5 per Share of $25, is now payable. Shareholders are requested to apply at the Company's Office for Warrants.

A. S. GARFIT,
Acting Secretary.

Hongkong, 3rd September, 888. [873

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business Contributed during the half-year ended 30th June, 1888, on or before the 30th instant, on which date the Accounts will be CLOSED.

By Order of the Board of Directors,

D. GILLIES,
Secretary.

Hongkong, 3rd September, 1888. [872

THE STEAM LAUNCH COMPANY, LIMITED.

LAUNCHES always on hand for—PICNIC, TOWING BATHING, PRIVATE PARTIES, &c., &c.

For Terms, apply to

Co.'s Office:—CORNER OF PEDDER STREET AND PRAYA.

1888 WINTER TIME TABLE. 1888

THE STEAM-LAUNCH COMPANY, LIMITED.

KOWLOON FERRY.

THE COMMODIOUS STEAM-LAUNCH "PIONEER,"

Will, from the 1st September, 1888, run daily as a Ferry Boat between Pedder's Wharf and Kowloon Point at the following hours.

WEEK DAYS.

LEAVES KOWLOON	LEAVES HONGKONG
6.00 A.M.	7.00 A.M.
7.45 „	8.00 „
8.40 „	9.00 „
9.20 „	9.30 „
9.40 „	12.30 P.M.
11.00 „	1.05 „
12.00 „	2.05 „
1.50 P.M.	3.00 „
2.30 „	4.00 „
3.30 „	4.30 „
4.15 „	5.05 „
4.50 „	5.30 „
5.15 „	6.00 „
5.45 „	6.30 „
6.15 „	7.00 „
6.50 „	7.30 „
7.20 „	
NIGHT SERVICE.	NIGHT SERVICE.
8.30 P.M.	9.00 P.M.
10.30 „	11.00 „
11.30 „	12.00 „

SUNDAYS.

LEAVES KOWLOON	LEAVES HONGKONG
6.00 A.M.	6.15 A.M.
6.30 „	7.00 „
7.20 „	8.00 „
9.00 „	10.20 „
10.30 „	12.50 P.M.
1.00 P.M.	1.30 „
2.00 „	2.30 „
3.00 „	3.20 „
3.40 „	4.00 „
4.15 „	4.30 „
4.50 „	5.05 „
5.15 „	5.30 „
5.45 „	6.00 „
6.15 „	6.30 „
6.45 „	6.55 „
7.15 „	7.30 „
NIGHT SERVICE.	NIGHT SERVICE.
9.30 P.M.	10.00 P.M.
10.30 „	11.00 „
11.15 „	11.30 „

☞ The above Time Table will be strictly adhered to.

STEAM-LAUNCH "PIONEER."

SCALE OF FARES.

For each Trip.....10 Cents.
Children under 10 years Free.
Second Class, (Chinese) 2 Cents.
Sedan Chairs, each 10 Cents.

FOR KOWLOON RESIDENTS.

Family Tickets, including Servants, (per month).....$7.
Single Tickets for one person only and his Servants, (per month)$5.

If more than one person, not forming part of the Family, Fare will be fixed on application to the Secretary.

FOR NON-RESIDENTS.

Quarterly Tickets, ...$4
Quarterly Tickets, for Servants only, (2 allowed),..... $2.

For Extra trips to or from Hongkong, between the advertised time, at the rate of $1 per trip each way.

NIGHT SERVICE.—All Passengers, whether Subscribers or otherwise, will be charged 20 cents each way.

A. G. GORDON,
Secretary and Manager.

Hongkong, 1st September, 1888. [866

NOTICE.

ROSE & Co. beg to inform the Community of Hongkong that in order to facilitate their STOCK-TAKING the DOOR of their STORE will be CLOSED from SATURDAY, the 1st September to a few days after.

Due notice will be given when re-opening again. Important and Special Orders can be sent in by the dwelling house entrance, next door to Messrs. Wotton & Deacon, Solicitors.

Hongkong, 29th August, 1888. [847

FOR HIRE.

THE Fast Steam Launch "ELK" is always kept under steam off Pedder's Wharf and is at the service of the public for proceeding to and from Steamers, Picnic and Bathing Parties, etc.

For particulars, apply to

CRUICKSHANK & Co., Ld.

Hongkong, 17th August. 1888 [801

J. & R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'

MERCHANT NAVY
NAVY BOILED
LONG FLAX
CROWN } CANVAS.
ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [630

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 10th day of September, 1888, at 5 P.M., are published for general information.

By Command,

FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 1st September, 1888. [868

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 10th day of September, 1888, at 5 P.M., by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements. N.	S.	E.	W.	Contents in Square ft.	Annual Rent.	Upset Price.
1	Rural Building Lot No. 62	Plunket's Gap,.....	665 feet.	420 feet.	350 feet.	222 feet.	94,459	$ 348	$ 3,000

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

TUESDAY,

the 11th day of September, 1888, at 4 P.M., are published for general information.

By Command,

FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 1st September, 1888. [869

Particulars of the letting by Public Auction Sale, to be held on TUESDAY, the 11th day of September, 1888, at 4 P.M., by Order of His Excellency the Governor, of Fourteen Lots of CROWN LAND, at Yaumáti, Kaulung, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOTS.

No. of Sale	Registry No.	Locality	Boundary Measurements. N.	S.	E.	W.	Contents in Square ft.	Annual Rent.	Upset Price.
1	Kaulung Inland Lots No. 552	Yaumáti	45	45	168	168	750	10	100
2	„ 553	Do.	45	45	168	168	750	10	100
3	„ 554	Do.	45	45	168	168	750	10	100
4	„ 555	Do.	45	45	168	168	750	10	100
5	„ 556	Do.	45	45	168	168	750	10	100
6	„ 557	Do.	45	45	168	168	750	10	100
7	„ 558	Do.	45	45	168	168	750	10	100
8	„ 559	Do.	45	45	168	168	750	10	100
9	„ 560	Do.	45	45	168	168	750	10	100
10	„ 561	Do.	45	45	168	168	750	10	100
11	„ 562	Do.	45	45	168	168	750	10	100
12	„ 563	Do.	45	45	168	168	750	10	100
13	„ 564	Do.	45	45	168	168	750	10	100
14	„ 565	Do.	45	45	168	168	750	10	100

For Sale.

FOR SALE.

TWO Twenty Ton HYDRAULIC JACKS. Price $150 each.

One Fifteen Ton TRAVERSING HYDRAULIC JACK. Price $200.

QUITE NEW, TANGYE'S PATENT.

Apply to

A. H.,
Care of the Office of this paper.

Hongkong, 3rd September, 1888. [874

FOR SALE,
WHOLESALE AND RETAIL.

WATERBURY WATCHES,

the Handiest, Cheapest, and Best Time-keepers invented.

$8 PRICE THREE DOLLARS EACH $8

REPAIRS NEVER EXCEED 50 CENTS for each Watch.

THE MITSUI BUSSAN KAISHIA,
(Sole Agents in Japan and China for the Sale of the above Watches.)
10, QUEEN'S ROAD CENTRAL,
Opposite Marine House.

Hongkong, 29th August, 1888. [815

Commercial.

TO-DAY.

THE SHARE MARKET.

5 o'clock.

Share business continues active, and a general "boom" would appear to have set in. The sensation to-day has been in the stock of the China and Manila Steamship Co., in which large numbers of shares are stated to have been taken up at all sorts of rates, the latest business reported being at 125 for the end of December. Banks have been done at 153 for cash and 161 for December. No sales of Docks have come under our observation, but the stock is in very strong demand at 33 per cent. premium. China Sugars, after a slight depression yesterday, are again on the "boom." Transfers to a considerable extent have been arranged at 186 for cash and the end of the month, and also at 189 and 190 for delivery on December 31st. Luzons, after having been bought at 70, dropped to 69 and are weak at that figure, a large number of cash shares having been placed on the market. There were some orders to buy this morning at 74 for December, but we did not hear whether any transactions had been arranged on these terms. Punjoms have again been placed at 12¼ for cash and 14 for December, closing weak at the cash rate. On the strength of a favorable report from head-quarters the Tonquin Coal Mining Co.'s stock has been taken up at 35 and 40 per cent. premium, and is now in strong request. Some small sales of the East Borneo Planting Co.'s scrip at $50 per share have been reported, and at that price there are further buyers. Other quotations speak for themselves.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—153 per cent. premium, sales and sellers.
Union Insurance Society of Canton—$90 per share, sellers.
China Traders' Insurance Company—$73 per share, buyers.
North China Insurance—Tls. 285 per share, buyers.
Canton Insurance Company, Limited—$93 per share, buyers.
Yangtsze Insurance Association—Tls. 80 per share, sellers.
Chinese Insurance Company—$175 per share, buyers.
On Tai Insurance Company, Limited—Tls. 150, per share.
Hongkong Fire Insurance Company—$345 per share, sellers.
China Fire Insurance Company—$78 per share, sellers.
Hongkong and Whampoa Dock Company, 33 per cent. premium, buyers.
Hongkong, Canton, and Macao Steamboat Co.—$216 per share, sellers.
China and Manila Steam Ship Company—120 per share, sellers.
Hongkong Gas Company—$135 per share, sellers.
Hongkong Hotel Company,—$175 per share, sellers.
Indo-China Steam Navigation Company, Limited—20 per cent. dis., sellers.
Douglas Steamship Company—$60 per share, sellers.
China Sugar Refining Company, Limited—$186 per share, sales and buyers.
Luzon Sugar Refining Company, Limited—$69 per share, sales and sellers.
Hongkong Ice Company—$78 per share, sellers.
Hongkong and China Bakery Company, Limited,—$80 per share.
Hongkong Dairy Farm Co., Limited—$13 per share, sellers.
A. S. Watson & Co., Limited—100 per cent. premium, ex. div., sellers.
Chinese Imperial Loan of 1884 A—2 per cent. premium.
Chinese Imperial Loan of 1884 B—5 per cent. premium.
Chinese Imperial Loan of 1884 C—7 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent. premium.
Hongkong Rope Manufacturing Company. Limited—$75 per share, sellers.
Perak Tin Mining and Smelting Company—$5 per share, nominal.
Punjom and Sunghie Dua Samantan Mining Co.—$12½ per share, sales and sellers.
Hongkong and Kowloon Wharf and Godown Company—64 per cent. premium, sellers.
Tonquin Coal Mining Co.—40 per cent. premium, sales and buyers.
The Hongkong High-Level Tramway Co., Limited—325 per cent. premium, sellers.
The East Borneo Planting Co., Limited—$50 per share, sales and buyers.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/0
Bank Bills, on demand 3/0⅛
Bank Bills, at 30 days' sight 3/0⅛
Bank Bills, at 4 months' sight...3/0⅛
Credits at 4 months' sight 3/0⅛
Documentary Bills, at 4 months' sight 3/0⅛

ON PARIS.—
Bank Bills, on demand.....3.81
Credits, at 4 months' sight 3.88

ON INDIA, T. T.....223⅛
On Demand.....224

ON SHANGHAI.—
Bank, T. T.....72
Private, 30 days' sight 72⅛

OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul..... $550
(Allowance, Taels 32 to 64).
OLD MALWA, per picul $550
(Allowance, Taels 32 to 88).
NEW PATNA, (without choice) per chest $498½ to $501½
NEW PATNA, (bottom) per chest $511½
OLD PATNA, (without choice) per chest... $505 to 517½
NEW BENARES, (without choice) per chest $483½ to $491½
NEW BENARES, (bottom) per chest..... $491½ to $496½
NEW PERSIAN (best quality) per picul..... $640
OLD PERSIAN (best quality) per picul..... $600
OLD PERSIAN (second quality) per picul... $550 to $575

HONGKONG TEMPERATURE.

(From Messrs. Falconer & Co.'s Register).

To-day.

Barometer—9 a.m. 29.95
Barometer—1 p.m. 29.90
Barometer—4 p.m. 29.86
Thermometer—9 a.m. 86
Thermometer—1 p.m. 88
Thermometer—4 p.m. 87
Thermometer—9 a.m. (Wet bulb) 82
Thermometer—1 p.m. (Wet bulb) 84
Thermometer—4 p.m. (Wet bulb) 82
Thermometer—Maximum 88
Thermometer—Minimum (over night) 82

CHINA COAST METEOROLOGICAL REGISTER.

4th September, 1888.—At 4 p.m.

STATION	Barometer reduced to sea level and 32° Fahr.	Temperature	Humidity	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	29.48	67	...	WNW	0	...	...
Fokio	29.[illegible]	...	...	S	...	...	...
Nagasaki	29.01	...	...	WSW	3	...	0.18
Shanghai	29.03	86	74	NE	3	C	...
Amoy	29.83	87	73	ENE	3	C	...
Hongkong	29.86	86	68	ESE	3	C	...
Haiphong	29.92	81	91	NE	1	...	...
Bolinao	29.84	87	80	W	1	C	...
Manila	29.81	86	73	WSW	2	C	0.07

5th September 1888.—At 10 a.m.

STATION	Barometer reduced to sea level and 32° Fahr.	Temperature	Humidity	Wind. Direction.	Wind. Force.	Weather	Rain last 24 hours.
Wladivostock	29.64	64	58	W	3	0	...
Fokio	29.76	...	...	NW	3	C	...
Nagasaki	29.96	...	...	NE	2	C	...
Shanghai	30.02	70	78	NNE	3	C	...
Amoy	29.90	81	68	NE	3	C	...
Hongkong	29.62	85	78	WNW	1	C	...
Haiphong	30.02	79	74	NE	1	...	...
Bolinao	29.86	88	80	SE	1	D	0.03
Manila		...	...	...	...	...	...

The barometer has fallen along the south-east coast of China and Luzon and risen to the north and to the west of this area, apparently owing to the formation of a typhoon. Cloudy, hot and dry weather prevails.

1—Barometer reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind in two points. 5—Force of the wind according to Beaufort scale. 6—State of the weather, A Blue sky, C Detached clouds, D Drizzling rain, F Fog, G Gloomy, H Hail, L Lightning, O Overcast, R Passing showers, Squally, S Rain, T Snow, U Thunder, V Visibility [illegible] 7—Rain in inches [illegible] and hundredths.

W. DOBERCK,
Hongkong Observatory, 5th September, 1888.

MAILS EXPECTED.

THE FRENCH MAIL.

The M. M. steamer *Djemnah*, with the French mail of the 11th August, left Singapore on the 5th instant, at 5 a.m., and may be expected here on or about the 11th.

THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *City of Peking*, with the next American mail, left Yokohama on the morning of the 1st instant, and may be expected here on or about the 6th.

THE CANADIAN MAIL.

The Canadian Pacific steamer *Abyssinia*, with the next Canadian mail, left Vancouver for Yokohama, and this port on the 28th ultimo.

STEAMERS EXPECTED.

The 'Glen' line steamer *Glenlyon*, from London, left Singapore on the 1st instant, and is expected here on the 7th.

The P. & O. S. Co.'s steamer *Khiva*, from Bombay, left Singapore on the 3rd instant, and is expected here on or about the 9th.

Shipping.

ARRIVALS.

HEI-CHEONG, British bark, 320, T. C. Thomsen, 4th Sept.,—Bangkok 12th August, Rice and General.—Kong Tong Tai.

KWONGSANG, British steamer, 985, Sellar, 5th August,—Whampoa 5th August, General.—Jardine, Matheson & Co.

NANSHAN, British steamer, 805, J. Blackburn, 5th Sept.,—Bangkok 28th August, Rice and General.—Hop Hing Hong.

TARTAR, British steamer, 1,603, D. S. Bailey, 5th Sept.,—Manila 2nd Sept., General.—Gibb, Livingston & Co.

BRAUNSCHWEIG, German str., 2,150, H. Bodeker, 5th Sept.,—Bremen 25th July, Antwerp 27th, Southampton 28th, Genoa 5th August, Port Said 11th, Aden 18th, Colombo 26th, and Singapore 31st, Mails and General.—Melchers & Co.

KWANGLEE, Chinese steamer, 1,508, Robert Andrew, 5th Sept.,—Whampoa 5th Sept., Sept., General.—C. M. S. N. Co.

KUTSANG, British steamer, 1,495, Slessar, 5th Sept.,—Swatow 4th Sept., General.—Jardine, Matheson & Co.

TAIYUAN, British steamer, 1,459, A. Varden, 5th September,—Wellington, N.Z., 4th August, Sydney 14th, Cape Moreton 18th, Sandy Cape 19th, Townsville 21st, Cooktown 22nd, and Thursday Island 25th, General.—Butterfield & Swire.

CLEARANCES AT THE HARBOUR OFFICE.

Arratoon Apcar, British steamer, for Singapore, &c.
Clara, German steamer, for Haiphong.
Chow-chow-foo, German str., for Chefoo, &c.
Soochow, British steamer, for Hoihow.
Hesperia, British steamer, for Singapore.
Hailoong, British steamer, for Swatow, &c.
Dardanus, British steamer, for Amoy, &c.

DEPARTURES.

September 4, *Lennox*, British steamer, for Kutchinotzu.
September 4, *Norway*, Norwegian bark, for Newchwang.
September 5, *Bokhara*, British steamer, for Yokohama.
September 5, *Hailoong*, British steamer, for Swatow, &c.
September 5, *Arratoon Apcar*, British str., for Singapore, &c.
September 5, *Chow-chow-foo*, German steamer, for Chefoo, &c.
September 5, *Electra*, German steamer, for Yokohama.

PASSENGERS—ARRIVED.

Per *Nanshan*, str., from Bangkok, &c.—3 Chinese.

Per *Tartar*, str., from Manila.—Messrs. Jose Peres Tomos, Saturnino Henero, Alberto Peres, and Signora Maria Peres.

Per *Braunschweig*, str., from Bremen, &c.—Dr. and Mrs. McGregor, and 26 Chinese for Hongkong. For Shanghai—Rev. L. E. Erestner, Dr. Opank, Mr. W. Richardson. From Singapore for Yokohama.—Miss Elise Wieger, Messrs. J. Lehmann and D. Massan Ikuta.

Per *Kutsang*, str., from Swatow.—72 Chinese.

Per *Taiyuan*, str., from Wellington, N.Z., &c.—Mr. and Mrs. H. R. Cox, Messrs. C. W. Cox and Adamson, and 107 Chinese.

DEPARTED.

Per *Arratoon Apcar*, str., for Singapore, &c.—414 Chinese.

Per *Chow-chow-foo*, str., for Chefoo, &c.—9 Chinese.

Per *Hailoong*, str., for Swatow, &c.—1 European and 300 Chinese.

TO DEPART.

Per *Clara*, str., for Haiphong.—25 Chinese.
Per *Soochow*, str., for Hoihow.—50 Chinese.
Per *Hesperia*, str., for Singapore.—12 Chinese.
Per *Dardanus*, str., for Amoy, &c.—200 Chinese.

REPORTS.

The British steamship *Kutsang* reports that she left Swatow on the 4th instant. Had light variable winds and fine weather throughout.

The British steamship *Nanshan* reports that she left Bangkok on the 28th ultimo, and Koh-si-chang on the 29th. Experienced fine weather throughout.

The British steamship *Tartar* reports that she left Manila on the 2nd instant. Had light north-east winds and fine clear weather with smooth sea.

The German steamship *Brunschweig* reports that she left Bremen on the 25th July; arrived at Antwerp on the 26th, and left again on the 27th; touched at Southampton on the 28th; arrived at Genoa on the 5th ultimo, Port Said on the 11th, Aden on the 18th, Colombo on the 26th, and Singapore on the 31st. Had fine weather and smooth sea all the voyage.

The British steamship *Taiyuan* reports that she left Wellington, N.Z., for Sydney on Saturday, the 4th ultimo. Experienced fine weather and steady winds up to port on Thursday, the 9th, after discharging cargo and embarking passengers. Left Sydney for Newcastle on the 14th; arrived there the same day. After loading proceeded on Thursday, the 16th; signalled off Cape Moreton on Saturday, the 18th. Rounded Sandy Cape on Sunday, the 19th; arrived at Townsville on Tuesday, the 21st; embarked passengers and proceeded to Cooktown; arrived there on the 22nd, and left same day for Thursday Island, and arrived on Saturday, the 25th; embarked passengers and cargo, and proceeded the same day or Hongkong, and arrived here on the 5th instant. Had light winds and fine weather the first part of the voyage. Hazy weather with occasional rain squalls the latter part. On Sunday the 2nd instant passed the steamship *Chingtu*, from Hongkong to Sydney.

Post Office.

A MAIL WILL CLOSE

For Singapore.—Per *Hesperia*, to-morrow, the 6th instant, at 9.30 A.M.

For Swatow, Amoy, & Tamsui.—Per *Fokien*, to-morrow, the 6th instant, at 11.30 A.M.

For Swatow, Chefoo, and Tientsin.—Per *Kwongsang*, to-morrow, the 6th instant, at 11.30 A.M.

For Singapore.—Per *Devonhurst*, to-morrow, the 6th instant, at 2.30 P.M.

For Shanghai.—Per *Kwanglee*, to-morrow, the 6th instant, at 3.30 P.M.

For Straits and Bombay.—Per *Deccan*, on Saturday, the 8th instant, at 11.30 A.M.

For Yokohama, and San Francisco.—Per *Belgic*, on Saturday, the 8th instant, at 2.30 P.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, &c.—Per *Delcomyn*, on Monday, the 10th instant, at 3.30 P.M.

For Straits, Colombo, and Bombay.—Per *Poseidon*, on Tuesday, the 11th instant, at 11.30 A.M.

For Europe, &c., India, *vid* Colombo, and Calcutta.—Per *Cathay*, on Wednesday, the 12th instant, at 11.00 A.M.

For Europe, &c., Australia, Indi, *vid* Madras.—Per *Oxus*, on Thursday, the 13th instant, at 11.00 A.M.

SHIPPING IN HONGKONG.

STEAMERS.

BELGIC, British steamer, 2,695, W. H. Walker, 25th August,—San Francisco 31st July, and Yokohama 19th August, Mails and General.—O. & O. S. S. Co.

BENARTY, British steamer, 1,119, Le Boutellier, 2nd Sept., Koh-si-chang 25th August, Rice.—Gibb, Livingston & Co.

CARISBROOKE, British steamer, 973, R. Cass, 28th August,—Saigon 24th August, Rice and Paddy.—Morris and Ray.

CLARA, German steamer, 674, Christensen, 31st August,—Touron 29th August, General.—Siemssen & Co.

DARDANUS, British steamer, 1,535, Purdy, 4th September,—Liverpool 21st July, and Singapore 29th August, General.—Butterfield & Swire.

DECCAN, British steamer, 2,022, P. W. Cass, 1st Sept.,—Bombay 16th August, and Singapore 26th, General.—P. & O. S. N. Co.

DUBURG, German steamer, 921, C. F. Bertelsen, 4th Sept.,—Bangkok 28th August, Rice.—Melchers & Co.

DEVONHURST, Dutch steamer, 1,234, Houthoff, 1st Sept.,—Batavia, *vid* Singapore 20th July, General.—Jardine, Matheson & Co.

FAME, British steamer, 117, A. Stopani.—Hongkong and Whampoa Dock Co.

FOKIEN, British steamer, 509, J. Lewis, 4th Sept.,—Swatow 3rd September, General.—D. Lapraik & Co.

GENERAL WERDER, German steamer, 1,820, W. von Schuckmann, 28th August,—Yokohama 19th August, and Nagasaki 24th, Mails and General.—Melchers & Co.

HAIPHONG, British steamer, 1,122, Harris, 2nd Sept.,—Foochow 30th August, Amoy 31st, and Swatow 1st Sept., General.—D. Lapraik & Co.

HESPERIA, German steamer, 1,136, L. Madsen, 1st Sept.,—Kobe 26th August, General.—Siemssen & Co.

METAPEDIA, British steamer, 1,454, J. B. Purvis, 4th Sept.,—Nagasaki 29th August, Coal.—Takasima Colliery Agency.

MIIKE MARU, Japanese steamer, 1,080, Pyne, 2nd Sept.,—Kutchinotzu 28th August, Coal.—Mitsui Bussan Kaishia.

PARTHIA, British steamer, 2,035, F. H. Wallace, 27th August,—San Francisco, Vancouver, B.C., 1st August, and Yokohama 18th, General.—Adamson, Bell & Co.

PICCIOLA, German steamer, 875, Th. Nissen, 3rd Sept.,—Wladivostock 23rd August, and Nagasaki 28th, Timber.—Melchers & Co.

PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

POSEIDON, Austro-Hungarian steamer, 2,510, S. Wyersa, 3rd Sept.,—Trieste 18th August, and Singapore 29th, General.—Austro-Hungarian Lloyd's S. N. Co.

PROVINCIA, British steamer, 1,095, Mackenzie, 1st Sept.,—Samarang 22nd August, Sugar.—Jardine, Matheson & Co.

RED SEA, British steamer, 2,165, Charles Barker, 31st August,—Kobe 23rd August, Rice.—Captain.

SOOCHOW, British steamer, 327, Rowin, 3rd Sept.,—Pakhoi 31st Aug., General.—Kwang Tai Loong.

SAILING VESSELS.

ADOLPH, German bark, 867, E. Westergaard, 5th August,—Hamburg 19th April, General.—Order.

ARCADIA, British bark, 417, D. S. Ewan, 30th August,—Whampoa 30th August, General.—Chinese.

COMET, German ship, 1,083, Kauppner, 17th July,—Cardiff 4th April, Coals.—Order.

C. G. CHAPMAN, American ship, 1,600, A. J. Hichborn, 15th August,—Shanghai 16th July, General.—Pustau & Co.

ERLKOENIG, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.

ESCORT, American bark, 636, R. G. Waterhouse, 15th July,—Iloilo 3rd July, General.—Chinese.

JOHN NICHOLSON, British bark, 685, W. Quino, 8th July,—London 1st March, General.—Melchers & Co.

LUCIA, British bark, 640, Wood, 5th August,—Freemantle (W. Australia) 11th July, Sandalwood.—Order.

NYL GHAU, British ship, 1,252, W. B. Butler, 1st August,—Samarang 20th July, Ballast.—Order.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
City of Peking	San Francisco	September 6th	Pacific Mail S. S. Co.
Glenlyon	London	September 7th	Jardine, Matheson & Co.
Khiva	Bombay	September 9th	P. & O. S. N. Co.
Djemnah	Marseilles	September 11th	Messageries Maritimes.
Abyssinia	Vancouver	September 25th	Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Cathay	P. & O. S. N. Co.	Sept. 12th, at noon.
London, via Suez Canal	Deucalion	Butterfield & Swire	September 8th.
London	Benlarig	Gibb, Livingston & Co.	Sept. 13th, at 4 p.m.
Marseilles, via Saigon, &c.	Oxus	Messageries Maritimes.	Sept. 13th, at noon.
Bremen, via Ports of Call.	Braunschweig	Melchers & Co.	Sept. 27th, at 10 a.m.
Havre, Hamburg, &c.	Hesperia	Siemssen & Co.	To-morrow, at 10 a.m.
Trieste, via Straits, &c.	Poseidon	Austro-Hung. Lloyd's Co.	Sept. 11th, at noon.
New York, via Suez Canal	Moray	Adamson, Bell & Co.	September 7th.
San Francisco, via Yhama	City of Peking	Pacific Mail S. S. Co.	Sept. 18th, at 3 p.m.
San Francisco, via Yhama	Belgic	O. & O. S. S. Co.	Sept. 8th, at 3 p.m.
Vancouver, B.C., via A., &c.	Parthia	Adamson, Bell & Co.	Sept. 8th, at 3 p.m.
Sydney and Melbourne	Delcomyn	Gibb, Livingston & Co.	Sept. 10th, at 4 p.m.
Straits and Bombay	Deccan	P. & O. S. N. Co.	Sept. 8th, at noon.
Sandakan, Kudat, &c.	Memnon	Butterfield & Swire	September 14th.
Singapore	Devonhurst	Jardine, Matheson & Co.	To-morrow, at 3 p.m.
Saigon, Singapore, &c.	Duke of Buckingham	Jardine, Matheson & Co.	About Sept. 6th.
Yokohama, Kobe, &c.	General Werder	Melchers & Co.	To-morrow, at 5 p.m.
Chefoo and Tientsin	Kwongsang	Jardine, Matheson & Co.	To-morrow, at noon.
Shanghai	Braunschweig	Melchers & Co.	To-morrow, at 5 p.m.
Shanghai, via Amoy	Dardanus	Butterfield & Swire	To-morrow, daylight.
Manila, via Amoy	Diamante	Russell & Co.	Sept. 8th, at 4 p.m.
Haiphong	Clara	A. R. Marty	To-morrow, daylight.
Swatow, Amoy, &c.	Fokien	Douglas Lapraik & Co.	To-morrow, at noon.

Intimations.

IMPAIRED VISION.

LAWRENCE & MAYO'S PERFECT PEBBLES,



Are clear, cool, & preserving to the Sight.

MR. LAWRENCE'S visit to HONGKONG will terminate on the 21ST INSTANT. HONGKONG HOTEL (Room 20).
Hongkong, 1st September, 1888.

CONSULTATION FREE.

SPECTACLES *Vs.* BLINDNESS.

The symptoms indicating failure or irregularities of sight are frequently too long disregarded and either from ignorance or feeling of diffidence, the aid demanded by nature is withheld until serious mischief has been caused to the sight, often resulting in blindness.

The following patients out of many hundreds have sent unsolicited acknowledgments of the benefit they have derived from the use of our Pebble Spectacles:—

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S. R. Groom, Esq., F.R.G.S., Barrister at Law, Singapore.
The Hon. E. E. Isermonger, Col. Treasurer, Singapore.
R. Huddle, Esq., Deputy Master Attendant, Singapore.
Dr. Richard Bowman, L.R.C.P., Singapore.
J. R. Allan, Esq., Singapore.
Surgeon General W. Collis, M.D., India.
Major General Sir M. Biddulph, C.B., India.
Surgeon General A. E. Dale, M.D., India.
Major General Murray, C.B., India.
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